





## Milwaukee Daily Sentinel.

TUESDAY MORNING, JAN. 17, 1854.

Office: King, Wm. H. Watson &amp; John S. Pillsbury.

ORDER THE NAME AND FIRST OF

RUFUS KING &amp; CO.

## NOTICE TO BUSINESS MEN.

The circulation of the Daily Sentinel is by the largest of any daily paper published in the State; and presents greater advantages to Merchants, Mechanics and Artisans, as a medium of advertising.

All advertisements appear in the Tri-Weekly Sentinel, without additional charge.

The Weekly Sentinel has now a circulation of over two hundred copies, which is a most rapid and profitable increase. Advertisements put in the Weekly at the same rates as in the Daily.

Price of the Daily \$6.00, of the Tri-Weekly \$2.00 and of the Weekly \$1.00 per year, payable in advance.

## From Madison.

EDITORIAL CORRESPONDENCE TO THE SENTINEL.

MADISON, Jan. 16th '54.

A notice for a meeting of the "Sovereigns" this morning in the Assembly Chamber is posted, headed "S. 482." Sen. Clark, Governor last year, is, of course, and A. S. Pratt, together with sundry others of the same sort. I thought that the thing would be a same sort of a meeting, but it is not.

The meeting was held at the Assembly Chamber, and the result was a failure. The meeting was held at the Assembly Chamber, and the result was a failure. The meeting was held at the Assembly Chamber, and the result was a failure.

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## REPORT

OF THE

## BOARD OF DIRECTORS.

## Of the Milwaukee &amp; Mississippi Railroad Company.

The Directors of the Milwaukee and Mississippi Railroad Company, in presenting their Fifth Annual Report to the Stockholders for the year ending December 31st, 1853, deem it in order, first, to explain the progress which has been made in extending their road, and secondly, to describe the condition of the affairs of the Company generally.

On the 4th of April last, the contract for the grading, masonry, bridging, and laying of the superstructure, was let to Messrs. Cooke & Sherwin, from Rock River, (the point to which the work was then under contract to J. & S. Chamberlain), to Madison, a distance of 30 miles.

By the terms of this contract, the road was to be completed to Stoughton, a point 80 miles from Milwaukee, by the 1st of September past, and to Madison by January 1st, 1854.

The contractors have not progressed with the work as fast as the contract required, notwithstanding all their estimates for work done have been paid promptly, and every effort on the part of the company's agents, made to induce them to increase, from time to time, its progress.

The contractors allege, that owing to the unprecedented amount of public works which have been constructed during the past season, they have been unable to get a sufficient force to fulfil the conditions of the contract.

The Board believe that this cause has been some detraction to the contractors; but while they concede this, they believe, that had a corresponding effort been made, with the increased demand for labor, that the requisite force could have been obtained; and therefore they cannot withhold their regret that this delay should have occurred.

The road was opened to Stoughton the 2d day of January past.

From Stoughton to Madison, the grading, bridging and masonry are now nearly completed, requiring a further sum of about \$20,000 to complete the same.

For this portion of the road all the materials for the superstructure are delivered, except about 400 tons of iron rail, which failed to reach here, from Buffalo, before the close of navigation.

Should this quantity be required before navigation opens in the spring, it may be obtained by an arrangement with one or the other of the Railroad Companies who have iron here, for a loan of that amount.

It is the intention of the Board, at all events, to have the road completed to Madison, on or before the first of May, ready for the spring business.

So far as any information is required in reference to the operation of the road, the expenditures, &c., which have been made, and for all details pertaining thereto, the Board would refer to the Superintendent's Report, hereto annexed.

Having put all the work under contract to Madison, the Capital of the State, conditioned that it should be completed by January 1, 1854, it became an object of very great importance with the Board to provide, if possible, for the speedy extension of the road from Madison to the Mississippi River.

Various plans were suggested having this object in view. One was, to complete the road to Madison, and show, by its receipts, that the money invested to that point was yielding a large return, and in this most satisfactory manner show to capitalists abroad the value of the whole enterprise, and thus enlist their means in extending the road.

Another plan was, to endeavor to provide the means for, and put the work under contract to the Wisconsin river, a distance of 80 miles, and by boats on that river, form a connection with the Mississippi at Prairie du Chien, which would be a very important step towards the completion of the whole work, and would render the balance easy of accomplishment.

Although these plans have both their advantages, yet neither seemed to provide for as speedy a completion of the work, as the then state of the money market and the interests involved seemed to require.

About this time a proposition was received from A. L. Catlin, Esq., of Burlington, Vermont, to construct the balance of the road from Madison to the Mississippi river, and assume the contract which the Company had made with Messrs. Cooke & Sherwin, from Rock River to Madison, and complete the whole by January 1st, 1855, at \$25,000 per mile, and receive in payment one-half in the Capital Stock of the Company, and one-half in the Bonds of the Company, bearing eight per cent interest at their par value.

The \$25,000 per mile includes \$45,000 for depot buildings, \$267,800 for equipment, \$4,500 for turn tables, and the right of way, depot grounds and fencing, and provides that the road shall be completed in all respects equal to the best portion of that in operation.

This price was regarded as very high, and much above the amount for which the road could be constructed, provided the Company had the cash to pay for the work.

But as the proposition relieved the Company from all responsibility of providing funds, and proposed to complete the road to the Mississippi river at the earliest day within which the work could be performed, and as it seemed in all respects to meet the requirements of the Company, and of the country through which the road was to pass, it was judged expedient to enter into a contract based upon that proposition, which was done on the 23d of July past, by a unanimous vote of the Board in attendance, consisting of eleven members (the whole being fifteen).

At the time the contract was let, there was, to some extent, an unsettled state of the money market, and a commencement of a want of confidence in railroad securities, both in this country and in Europe; but this state of things did not assume a serious character until some time after, when, by the failure of banks and of individuals connected with railroad enterprises, this state of things came to a crisis.

The contractor, not being able to find parties who were willing to contract to deliver the quantity of iron in the short time required to fulfil his contract, and this being followed up by the financial embarrassments to which we have alluded, gave notice to the Company that he could not fulfil his contract within the time; he therefore deemed it necessary to ask for an extension of time, or some other modification of the contract.

Now, as the Board considered that when they entered into this contract they were paying an additional price to enable the contractor to complete the road at an early day, it would readily suggest itself, that if an extension of time were granted, it would change one important condition of the contract.

In view of the interests of both parties, and of the circumstances surrounding the whole matter, it was deemed expedient to cancel the contract, which has been done on satisfactory terms to both parties.

On the 28th of May last, the President, by a vote of the Board of Directors, issued six hundred and fifty thousand dollars of bonds, bearing eight per cent interest, payable semi-annually, in New York, on the first days of April and October respectively, and the principal reimbursable April 1st, 1858. These bonds are secured by a first mortgage on the Janesville Branch, which has cost \$100,000, and on the road from Rock River to the Wisconsin River, about 64 miles.

It also includes the road from Milwaukee to Rock River, about 70 miles, subject to the previous mortgage of six hundred thousand dollars, which latter mortgage is described in the last Annual Report, on page 6, as follows:

"On the 15th of June last, the President, under the powers conferred, issued six hundred thousand dollars of eight per cent bonds, the interest payable in the city of New York, semi-annually, on the first days of January and July respectively, and the principal payable on the first day of July, A. D. 1862, and secured the same by mortgaging the road and its appurtenances from Milwaukee to Rock River, a distance of about seventy miles. This mortgage is a second mortgage for the first twenty and a half miles, for the sum of seventy-four thousand dollars, and the first and only mortgage from Waukesha to Rock River. Seventy-four thousand dollars of the eight per cent bonds were specially reserved from sale and were deposited with the trustee in the mortgage, Geo. S. Coe, Esq., to be exchanged for the like amount covered by the first mortgage, and if they cannot be so exchanged, to be cancelled, so that there should be but six hundred thousand dollars on the road to Rock River."

These bonds are convertible into the stock of the Company at any time during the pleasure of the holder, within five years of their date. The first issue of \$800,000, has been made the basis of banking, as will be seen from the certificate of the Attorney General, marked A, and of the Comptroller, marked B, hereto annexed.

The second issue can also be made bankable, as soon as the road to Madison has been a sufficient time in operation, as may be seen from a copy of the Act authorizing the business of Banking, hereto annexed, marked C.

The Board believe that there are no better securities offered in the market, than these bonds. They are the first lien upon a road already nearly constructed, which, for the past year, when 70 miles were in operation, has earned over and above all expenses, a net dividend of 10 per cent leaving a surplus of \$6,140; and as the bonds are made a basis of banking, they should be regarded as desirable investments as any of the State Stocks; especially as they bear eight per cent interest, payable semi-annually in New York, and are convertible into the stock of the Company.

While upon the subject of the value and importance of the securities which the Company offers in market, the Board think it appropriate to refer to what they consider the position which the Milwaukee and Mississippi Railroad occupies, its connections and prospects of business.

The general direction of the route is due west from the city of Milwaukee, in fact, the point on the Mississippi river, selected for its terminus, is exactly west from Milwaukee. The only considerable variation from an east and west line is at Milton, about 62 miles from this city, which is caused by a high range of prairie land lying on an east and west line from Milwaukee. From Milton to Madison, the route is mainly in the valley of the Catfish creek, which is the outlet of the four lakes situated in the vicinity of Madison.

From Madison, it is in the valley of the Black Earth creek, and thence down the valley of the Wisconsin river. Two-thirds of the entire route may therefore be claimed as confined to valleys.

It is necessary to keep this fact in mind, as it has an important bearing on the cheapness of the route, and as precluding the possibility of a competing line, except it be constructed in the same valleys.

The principal distance lost by the present route to Madison, is between this city and Waukesha, within which some 3 or 4 miles, it is supposed, might have been saved.

There is therefore no inducement, and of course little probability of a competing line between this city and Madison.

Now, as the route from Madison to the Mississippi is confined to valleys, and principally to that of the Wisconsin river, which here occupies exactly the course the road should pursue, there is also no reasonable expectation of a parallel route for this distance.

The Wisconsin valley occupies the same controlling relation to that portion of this State, through which it passes, as the Mohawk valley does to that portion of the state of New York in which it is situated, and it would be about as expensive and every way as difficult to construct a road parallel to the one as the other, except it be within the highlands bordering them on either side, for the reason that they occupy the lowest ground, and therefore the streams from the adjacent country flow into them, rendering it necessary, in constructing a parallel road, to cross these streams and the valleys in which they lie. So much is designed to show the favorable location of the Milwaukee and Mississippi Rail Road.

A road is projected, and a portion completed, from Beloit to Madison, which is a continuation of the Chicago and Galena road from Belvidere. By this route the distance from Chicago to Madison must be about 160 miles, while from Milwaukee to Madison the distance is but 90 miles, making a saving of 54 miles.

The Chicago route can therefore, by no possible means, compete with the Milwaukee route for the freight from Madison. Besides, when the freight reaches Milwaukee, it will be 90 miles nearer its eastern market, by water, than at Chicago.

Passengers who are at Madison when the Madison and Beloit road, leading to Chicago, is completed, of which there yet remains some 40 or 45 miles to construct, will have their choice, to go by that route, or by way of Milwaukee and the Lake Shore road, which is now under contract to efficient and responsible contractors, and will therefore be speedily built.

The saving of distance by the former route will not exceed 35 or 40 miles, which will be nearly or quite made up by the additional speed via Milwaukee and the Lake Shore road. Such is now, and such will continue to be, the relation of the business men of the interior of the State, to those residing in the Lake Shore towns, and especially with the city of Milwaukee, being the emporium of the State, that they will find it convenient and economical to take this route. Besides, as we shall presently show, in discussing our eastern connections across Lake Michigan, when at Milwaukee, they will be on the most direct, cheapest and least expensive route to the East.

Hence we conclude that the Milwaukee and Mississippi Rail Road occupies such a position, as within all reasonable bounds, to preclude the idea of a parallel or competing line, at least for its local business. This fact we regard as highly important in estimating the future value of this stock.

So far we have considered the Milwaukee and Mississippi Road as terminating at Milwaukee, with no other Eastern connections or outlet than by the Lake Shore Road and by the Steamboats on Lake Michigan and the lower lakes. An examination of the map of the United States, will show that the city of Milwaukee is situated on the parallel of 43 deg, that the same parallel passes through Madison, the capital of the State, and the centre of the Milwaukee and Mississippi Rail Road, that it also passes through Prairie du Chien, the Western terminus of said road, that in pursuing it

westward, it is found to follow nearly the first route explored by Mr. Whitney for the Pacific road, and occupies an important position through the state of Iowa.

Now return to Milwaukee and trace this same parallel eastward, and we find as we proceed, that it passes through Grand Haven, on the eastern shore of Lake Michigan, which is the terminus of the Grand Trunk road of Canada, and of the Oakland and Ottawa, running thence to Detroit. As we proceed along this line, we find that it passes through Port Sania, at the foot of Lake Huron, another point in the Grand Trunk road, which is only about sixty miles North of Detroit. Thence proceeding eastward, and we find it crosses Niagara River, a short distance North of Buffalo, and thence it follows nearly the route of the Central Line of road through New York and strikes the Atlantic Ocean, not far from fifty miles North of Boston.

There only remains ninety-six miles of the Milwaukee and Mississippi, one hundred and sixty miles of the Oakland and Ottawa roads, with the Steam Ferry across Lake Michigan, to complete this chain of communication of about twelve hundred miles, which may be regarded as the longest stretch of Rail Road and Steamboat connection on the same general straight line.

Again, it passes through the most densely populated and enterprising portion of the United States, for the same distance, and what is of still greater importance, it lies through the most healthy portion.

At a meeting held in Detroit in May last, it was stated that there were parties who were ready to put Steamboats on Lake Michigan, which they would guarantee would cross the Lake between Milwaukee and Grand Haven three hundred and thirty-six days in the year, and enable the trip to be made from Milwaukee to Detroit in ten hours.

From what we have said as to the Eastern connection which the Milwaukee and Mississippi road will have, it follows that it has nothing to apprehend from competition with roads leading from the Mississippi river around the Southern projection of Lake Michigan, at least for that business which naturally belongs to it, to wit: the business of Northern Iowa, of Minnesota, of the upper Mississippi, and of Northern Wisconsin, bordering on the Mississippi river. A reference to distances will still further confirm this position.

From Milwaukee to Detroit, by the Oakland and Ottawa road, the distance is two hundred and sixty-eight miles. From Milwaukee via Chicago to Detroit, is about three hundred and sixty-eight miles, making a saving of one hundred miles in favor of the direct route from Milwaukee.

Again, the saving in distance by way of Grand Haven through Port Sania, and by the Brantford and Buffalo road instead of by way of Chicago and by rail road all the way to Buffalo, is one hundred and seventy miles.

In considering the saving of these distances, it is important to bear in mind, that they effect not only a saving of time, but a material saving in the expense of transportation, which is the same thing, a saving of capital.

The saving on the Grand Haven route to Detroit, is first, the capital invested in 100 miles of rail road at \$25,000 per mile, \$2,500,000

Secondly, in the difference of capital to be invested in Steamboats to do the business across the Lake, and that required to build 80 miles of Rail Road, \$1,500,000

Making a saving of capital on the Grand Haven route to Detroit, of \$4,000,000

To Buffalo, by way of Port Sania, on the same principle, the saving is 5,750,000

This comparison is made taking Milwaukee as the common point, but it will readily be seen, that it holds true, if Prairie du Chien, the western terminus of our road, is taken.

These are important facts to be kept in mind in discussing the subject of competition with other routes and they give to the Milwaukee and Mississippi Road an advantage that should put at rest any fears which may be entertained on this subject.

The Milwaukee and Watertown Rail Road branches from the Milwaukee and Mississippi, about 14 miles west of Milwaukee. A contract has been entered into with that Company, by which they have the right to use this portion of the track of the Milwaukee and Mississippi Company and the Depot Grounds, and Depot Buildings in Milwaukee, which will give to the Milwaukee and Mississippi Company, at least \$80,000 per annum, without incurring any expense except the wear and tear of the fourteen miles of track to be used in common. This road (Milwaukee and Watertown) extends in a Northwest direction, into a highly productive country and along one of the main avenues of business into this city, and cannot fail at all times to be largely tributary to the business of the Milwaukee and Mississippi road, besides paying well to its stockholders.

Such is an outline of the position occupied by the Milwaukee and Mississippi Road, of its connections with other roads, and advantages of location, considered with reference mainly to its through business. As to the local business, the Board deem it unnecessary to enlarge beyond what they have already stated: so long as they have the actual local business of the road to refer to, which shows more conclusively than any thing else can, the productiveness of the country through which it passes, and yet it is no more productive, than that through which it is to be continued. Already the receipts, from an entire local business, when only 70 miles are in operation, running into the interior of the state, with no through connections, compare favorably with roads nearly half as long again, running through old settled countries, with good through connections to aid them.

As appropriate to this subject and coming from a reliable source, the Board would present an extract from an article in the Rail Road Journal, written by the Editor after he had examined the route of our road:—

"The State of Wisconsin furnishes a striking illustration of the correctness of the above remarks. In 1840 its population was only 30,000 souls. In 1850 it reached 304,000. At the present time the number of inhabitants cannot fall short of 450,000. The increase for the past ten years has been just about 400,000. As we were desirous of seeing what ten years had achieved in what, prior to that period, had been an unbroken and uncultivated waste, we passed over the principal line of railroad in the state, the Milwaukee and Mississippi, and devoted a day to a pretty critical study of the city of Milwaukee. In no part of the West did we see a better settled, a better cultivated, or a more productive country; and no road groaning under the press of a larger business in freights, than the above named.

Wisconsin is one of the most attractive, because it is one of the best wooded of the prairie states. It presents a constant succession of small prairies and wooded knolls, enabling nearly every farmer to locate in the vicinity of timber and good water, with prairie spread out before him of the easiest cultivation and almost inexhaustible fertility. With such advantages ten years have been sufficient for the creation of a great and prosperous state, filled with large and flourishing towns, and whose people present every evidence of wealth and extraordinary prosperity. Milwaukee, at the lowest estimate, contains thirty thousand inhabitants, and is one of the best built and most beautiful towns in the United States, with a very large and rapidly increasing

commerce. Although the area of the State is very large, nearly the entire population of it is embraced in that portion of it South and East of the Wisconsin and Fox rivers, a territory of less than ten thousand square miles. We cite the above illustrations for the purpose of showing that in no part of the West can the construction of Rail Roads outstrip the wants of the people, or their ability to supply to them an abundant traffic."

The Board would add in concluding this branch of their report, that they can see no reason why the business of the Milwaukee and Mississippi road should not, when it is completed through to the Mississippi river, equal in the aggregate that of the Central Michigan road. It has a far better country from which to draw its local business, although at the present day it is not so thickly inhabited, yet the population has increased in this state more rapidly than in any other state in the Union. As an illustration of this position, we present the following table, which embraces the gross earnings of the Michigan Central road, and the length in operation, for each year, commencing with 1840, and ending with 1853. It also embraces the amount which that road should have received in proportion to its length in operation, each year, for the same time, taking the gross receipts of the Milwaukee and Mississippi for the past year, and its length in operation, as the basis of the calculation.

It will be seen from the above table, that the business of our road is greater in proportion, allowing no increase whatever as due to an increased length of road, by commanding a greater range of country, and for the business of which, receiving a larger price in proportion, until 1850, when that road felt the effect of a through business, and if we deduct only the amount received on that road, for through passengers for that and the succeeding years, we shall still show that the local business of our road is greater in proportion than the way passenger, and way and through freight business of the Michigan Central Road, as will be seen from a comparison of the two last columns of the following table:

Nor do we believe that the Milwaukee and Mississippi road will ever have as close a competition for its through passenger and freight business, as that road, it will be especially free from the Lake competition for its through freight business, to which that is, and always must be, subjected.

But then it is not necessary that the Milwaukee and Mississippi should have as large receipts, in order to pay as great a per centage, as it can now be constructed for about half the cost of the Michigan Central Road.

If the Board were to present an approximate estimate of the business of this road, they would proceed somewhat in this manner:—Call the road 200 miles long, from which deduct 30 miles next Milwaukee as not materially tributary to it; making 180 miles along which the business would be gathered, say from a width of 20 miles each side of it, making 7,200 square miles, or 4,608,000 square acres, and suppose 1 acre in 10 to be cultivated, leaves 460,800 square acres, from which to draw business to the road: and if we suppose each acre to produce a surplus equal to 10 bushels of grain, or an equivalent in other freight, gives 4,608,000 bushels, which, at an average only of 10 cents per bushel, gives for the local freight coming east \$460,800. Although this sum is large, yet it is not a larger estimate than the business of the road for the past year would justify, viz: The number of bushels of grain transported over the 70 miles, or rather for 50, allowing the first 30 miles as not contributing any grain to the road, was 1,160,000.

If then, to the sum of \$460,800, are added the local passenger receipts, and the local freight receipts going westward, and the through passenger and freight business, we shall, by every reasonable mode of estimating, reach \$1,000,000, as the gross income of the road, which we believe will not be found an over estimate for the second or third year after it has been completed. If from this sum is deducted 50 per cent, for the expense of operating the road and depreciation of structure, there remains \$500,000 as the net income, equal to 10 per cent. on \$5,000,000, which is a much larger sum than the road should, and will cost, with proper management.

Another mode of forming an approximate estimate of the gross receipts, which, however, must strike every one as giving a result greatly below the fact, is this: The gross receipts on 70 miles, are \$226,918, and at this rate for the 200 miles, would be \$650,000. Now, as we have before stated, it is a fact that the receipts increase faster as the road increases in length, than in a direct proportion, and from very obvious reasons, to wit: As the road increases in length it draws to it the business of a larger extent of country, and for which the Company receives a much larger price. For instance, by adding 20 miles to our road, when 50 miles were in operation, more than doubled the gross receipts.

It is proper, and probably will be expected, that the Board should say something respecting the future policy of the Company.

It is true they cannot, at this time, mark out any definite plan of action to be immediately adopted, and probably it will not be expected, in view of the present condition of the money market. Yet they are prepared to say now, as on all other occasions, that it is their object and firm determination to press forward the road to the Mississippi river, with all possible dispatch, consistent with economy and a proper regard for the interest involved in the undertaking.

They also feel warranted in saying, that a road of 70 miles in length, which has done so successful a business for the past year, which is soon to be increased to 100 miles in length, reaching to the Capital of the State, and into a country unsurpassed in its ability to produce, and in its advantages of location, cannot long remain stationary, especially when there lies between it and 3000 miles of steamboat navigation, a country equally as productive and every way as desirable to occupy, as that through which it has already passed, and over which a road can be so cheaply constructed.

The means, or the securities on which money has been obtained, for the prosecution of the work thus far, have



BY TELEGRAPH.  
BY SPEED'S LINE.  
*Private Dispatch to the Sentinel.*  
ARRIVAL OF THE  
**EUROPA.**  
Further Advance in  
BREADSTUFFS!  
ENGLAND AND FRANCE ACTIVE,  
Soule, Minister to Spain, Killed

New York, Jan. 16.  
Europe in. Flour has advanced 9d. a lb.; Wheat  
4d.; corn 1s. Consols 93 $\frac{3}{8}$ . Money unchanged.  
English and French preparing for active mea-  
sures.  
It is rumored that Soule has been killed in an

other duel with the Duke of Alba.

**NEW YORK MARKET.**

New York, Jan. 16.

Flour market, for western and state, is ~~is~~ <sup>is</sup> ~~at~~ <sup>at</sup> better under influence of the favorable news by the *Europe*; demand good, in part to arrive at our inside figures—arrivals quite light, and market closes buoyant—sales quiet at 8,12<sup>1</sup>/<sub>2</sub>¢ and 25¢; Sales 1040 bbls at 8,12<sup>1</sup>/<sub>2</sub>¢ and 25¢ for common to straight state and mixed to fancy.

GRAIN—Wheat held much higher and prices quite nominal—tendency still upward, and brisk and light arrivals—sales 10,000 bus white southern, part good, at 1.90 and prime on private terms, 2400 bus common white Michigan at 1.90 in store; 8000 bus common white Ohio at 1.85, in store, 6000 bus red Penn., on private terms. Corn 50c better and in fair demand—sales 44,000 bus

95a 96 for new mixed, to arrive, 95a 96 for new  
southern white and yellow, 94 for old and new  
jersey yellow, 96a 97 for western mixed and old

**Provisions**—Market for pork quite irregular, but at close firm with farrow demand in pork for future delivery. Sales 2700 bbls at 14s14, 12s7 1/2 for new prime; 13s13 1/2 for old mess; 12, 75s-2, 87 1/2 for new prime, included are 21000 bbls mess in 13 for March, April and May delivery.—Beef in moderate demand and prices steady; sales 200 bbls 10, 25s11 for country mess; 1s13, 50 for city mess and repacked Chicago; 1s25, 50 for country prime; prime mess in request and firm. Lard firm in fair request—sales 300

10-300 kegs at 11. Butter in fair demand  
13 for Ohio; 16a19 for state. Cheese firm at  
10 $\frac{1}{2}$ , more saleable. Whiskey—Market bet-  
ter and demand fair—sales 355 bbls 29 $\frac{1}{2}$ a30 for  
son; 27 $\frac{1}{4}$  for Jersey.

**COMMERCIAL.**  
**REVIEW OF THE MARKETS.**  
FOR THE WEEK ENDING JAN. 17.

OFFICE OF THE DAILY SENTINEL,  
MILWAUKEE, JANUARY 17th, 1854. }

RECEIVED BY RAILROAD, JAN 14th:—5,359 bbls  
arr. 29 bbls. more. 120 bbls. yet to arrive.

[illegible]

SH.—Cod \$4.50a5.00.—White \$7.00a7.50.—Mackerel, No  
bbls 15,50a16.90, half do 8.60.  
LAX SEALED—\$1.00, \$1.13 V bush.  
CORN.—The Mills have manufactured 1300 bbls during  
past week, and 1250 have been received from the com-  
Superfine, \$1.50a1.75; Extra, \$3.00.—at retail 25 cts  
bbl. We note a sale of 500 bbls Emerald Mills, at 52c,  
on board, storage and insurance included. Buckwheat  
do per hundred. Corn Meal \$1.50. Rye Flour \$3.50.

10. Spring 1,000 @ 1.22.  
 11. In good request at 46 @ 48.  
 12. Taken at 66.68, and Oats in demand at 27 @ 29 cts.  
 13. Received by railroad 3,356 bus.  
 14. 36c in the ear, 37 for shelled.  
 15. 34 3/4 cts.  
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 100. 34 3/4 cts.

29-Nothing doing—new worth 35¢40.  
30-—In active demand. We quote at 4½¢ for well  
matted green, and 10½¢ for dry. Cal green untrim.  
7c—trimmed Sc; dry 12½a18c; 8½p dry, 16a2½c  
31-—American bar, ordinary sizes 4½a5, English do  
4½a4½. American shoes spare 8½a6.00. Band and  
32a5½, Sweden. 6.00a6.00. Sheet No. 24 common 7  
Scotch Pipe 8.00a8.50—Roose 8.50a8.75.  
33-—American bar 8.00a8.75—shot 12.00, 1.91 at wholesale.  
34-—American bar 8.00a8.75—shot 12.00, 1.91 at wholesale.  
35-—American bar 8.00a8.75—shot 12.00, 1.91 at wholesale.

2000—ug f. Slaughter 20c—harness 33c—calf 75c—  
 1st lb—upper 32c—33 per doz.  
 2001—calf 1st 37; 2d 32; common 315. Clear  
 dead flooring 125, common undressed do. 116.00,  
 2002—\$3.60 ♀ M.  
 2003—\$3.25, 3.50 ♀ M.  
 2004—White Oak Hind 34c; packing bbls 25.50; Red  
 bhd. 12.  
 2005—N. O. in bbls 34c; Cuban do 30—sugar  
 syrup in bbls, 50c—Golden Syrup in do 80c. In half

33. in keg 65c.  
 H—W quote all brands \$3.00—assorted from 4d to 3da0.00  
 NTS Kc.—Thompson's pure grd. in oil \$3; do extra do 4; do No. 1. do do 60; St. Louis; same for pure, 8.00 extra, 50 for No 1. rpts turpentine by hbl 874.00—oil winter refined 85a9; lnsseed oil 73 by the hbl—oil 874a90.  
 DIVISION—Pork has continued to come forward freely, with some buyers in market — note as follows:

and quote at \$9.00 for light, and 4.37% for heavy logs.  
Cattle on foot, 2,562.75 per cwt, dressed 3,660.00  
@ \$11.00. Veal, 2,025.50. Mutton 2,562.50.  
Pork, 1,560.25. Butchers meat—best places, 8 cts @ 7 lb  
@ \$1.37 @ bbl for fine-coarse, 2.50—16 lb 18 @ bag.  
Wheat—whiskey—sales at 24c23. Highlines, 16 @ bag.  
Corn—unchanged—small refined loaf, 0 to B, 9½  
@; double refined loaf 16c; Crushed 9½ @ 16c; Powder  
\$10; refined white 8@5½; Clarified 6½ @ 7c. New

Beans assorted in bbls 5@6½¢; in bbls. 5½@6½¢; Mus-  
 sard 50 6@6½¢ in bbls; in bbls. 6½@6½¢, raw sugars of  
 g. at 1½@6½¢.  
 AS-Young Hyson 30@60¢-Gunpowder and Imperia  
 10¢-Canton 16@20.  
 MOTHY SEED-@1.75@1.88 ½ bushel. Clover Seed  
 10¢, 20¢.  
 FLAX-} C. @11.00, I X @13.00, sq. X @13.50.  
 1000-2,50@3.00 per cord.

**DIED.**  
San Francisco, Dec. 12, 1853, FORTUNE R. STOREY,  
of the late Henry R. Storey, of the city of New York,  
42 years.

**Donation Party.**

Constitution rally will be given at the Parsonage of St.  
 's Church, 5th Ward, on Wednesday Evening, 18th  
 The members of the Congregation and other friends  
 invited to attend.  
 jan17-022

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**RISK BROOMS**—by the doz. at  
 jan17 BOSWORTH & SONS.

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**AMPOIL**.—75 bbls. Bleached and Unbleached Win-

Whale, Elephant and Sperm, for sale at low figures  
 on consignment at jan17 BOSWORTH & SONS.  
**QUID GLUE**—A superior and convenient article  
 on consignment at jan17 BOSWORTH & SONS.  
**TEAM TARTAR**—10 bbls. "Pow'd," warrant-  
 ed strictly pure at jan17 BOSWORTH & SONS.  
**P. CABL. SODA**—1,500 lbs. "New Castle" at  
 jan17 BOSWORTH & SONS.  
**LEPHUR**—2,500 lbs. Flour Sulphur in store at  
 jan17 BOSWORTH & SONS.

**TRUIBLES**—Black Lead, all sizes at  
Jan 17 **BOSWORTH & SONS.**

**LIVE OIL**—In Barrels at  
Jan 17 **BOSWORTH & SONS.**

**WINE FLASKS**—50 gross at low figures at  
Jan 17 **BOSWORTH & SONS.**

**SALT**—25 bbls in store at  
Jan 17 **BOSWORTH & SONS.**

**WINE**—10 bbls. Philadelphia Manufacture at

**JAN 17** **BOSWORTH & SONS.**  
**15 CLOSING V. 6. 16 - 25 lbs. at**  
**JAN 17** **BOSWORTH & SONS.**

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**COARSE SALT FOR SALE.**  
**RTY CASKS COARSE SALT for sale by**  
**ROBERT McKAY.**  
**uary 16, 1884.** **Jan 17 - 33"**

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**WO YOUNG LARGE WORKING**  
**HORSES AT AUCTION.**

ROONEY will sell at auction this morning, Jan. 17, at 10 o'clock, in front of the Giant Auction Rooms, powerful young working horses, Harness and Sleigh teams, and leave the State Also a pair of English Matrasses, 1 Parlor Stove and other Furniture too runs to mention, and a large lot of Table Cutlery, dozen splendid whips just arrived by Express.  
Jan 17 J. ROONEY, Auctioneer.

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**JUST ARRIVED** by Express, a large lot of Jersey, Aroost, Single and Double Barrel Guns, and any variety of Yankee Knives.  
J. ROONEY,  
Auctioneer.

**Donation Party.**  
Donation Party will be given at the Parsonage of St.  
Church, 5th Ward, on Wednesday Evening, 18th  
The members of the Congregation and other friends  
invited to attend.  
jan 17-02

**WATER PROOFING**—of the best. At  
jan17 BOSWORTH & SONS.

**WIPOL**—75 bbls. Bleached and Unbleached Win-  
ter Whole, Elephant and Spem, for sale at low figures  
at trade. jan17 BOSWORTH & SONS.

**WATER GLUE**—a superior and convenient article  
on consignment at jan17 BOSWORTH & SONS.

**WATER TARTAR**—10 bbls. "Pow'd." warrant-

and strictly pure at jan17 BOSWORTH & SONS.

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**P. CARB. SODA**—1,500 lbs. "New Casto" at  
jan17 BOSWORTH & SONS.

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**LPHUR**—2,500 lbs. Flour Sulphur in store at  
jan17 BOSWORTH & SONS.

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**RECIBLES**—Black Lead, all sizes at  
jan17 BOSWORTH & SONS.

**LIVE OIL**—In Baskets at  
jan17 **BOSWORTH & SONS.**

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**TIN FLASKS**—50 gross at low figures at  
jan17 **BOSWORTH & SONS.**

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**SOAP SALTS**—25 bbls in store at  
jan17 **BOSWORTH & SONS.**

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**URINE**—10 bbls. Philadelphia Manufacture at

Jan17 BOWWORTH & SONS.  
 14-15, N. B. V. 216-25 (11a. at  
 Jan17 BOWWORTH & SONS.  
**COARSE SALT FOR SALE.**  
**FIFTY CASKS COARSE SALT** for sale by  
 ROBERT McKay.  
 Jan17-1854.  
 Jan17-1854.

**TWO YOUNG LARGE WORKING HORSES AT AUCTION.**

ROONEY will sell at auction this morning, Jan. 37, at 10 o'clock, in front of the Giant Auction Rooms, two very young working horses, Harness and Sleigh, owner is leaving the State. Also a lot of Feather Mattresses, 1 Parlor Stove and other Furniture too runs to mention, and a large lot of Table Cutlery, dozen splendid whips just arrived by Express.

**ST. ANNE** by Express, a large lot of Jer-  
sey, single and Double Barrel Guns, and any  
kind of Tenkes Notions.  
J. ROONEY,  
Adm'or.

1.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

[illegible]



